
DATE: 03/14/2019**BY:** Preston Marucco

PROJECT NO.: 18L0226

PROJECT NAME: Curtis Road Grade Separation

PROJECT MEETING LOCATION: IDOT District 5 Office, Paris, Illinois

MEETING DATE: 03/13/2019

PARTICIPANTS: Hanson, FHWA(via phone), IDOT, Village of Savoy, Clark Dietz (see attendance list)

DISTRIBUTION: All participants

*The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required. **Action items noted in bold italics (including persons responsible for taking actions):***

A meeting was held via teleconference at IDOT District 5 and FHWA Office to discuss the Curtis Road Grade Separation Project (Section 19-00374-04-ES). The meeting began with introductions from those in attendance, followed by an overall description of the project, which was provided by Clark Dietz. Clark Dietz discussed the limits of the project, an anticipated timeline, the history of the project, and current status of the Phase I process. This project has been studied since the 1980s and 1990s.

A Combined Design Study Report and an Environmental Class of Action Determination (ECAD) Document was completed in 2004 for the entire Curtis Road project from Duncan Road to First Street. Curtis Road from Duncan Road to Wesley Avenue was reconstructed in two sections in years 2007 and 2010. Clark Dietz also explained that the portion of the project from Wesley Avenue to First Street represents the last section to be constructed and currently is about half funded with local funds, federal STU funds and Illinois Commerce Commission (ICC) funding. The Village of Savoy recently submitted an INFRA grant, which if successful would cover the current project funding gap. The Village of Savoy explained that regardless of the outcome of the INFRA grant, the Village intends to move forward with Curtis Road from Wesley to U.S. Route 45, which will include local funding and STU funds. This portion of the project is estimated to be complete by 2022-2023.

Plan and profile sheets displaying typical sections of the reconstruction were provided by Clark Dietz and explained in more detail.

IDOT had some questions regarding the elevation for the proposed railroad bridge. The railroad will be raised to go over the roadway. Clark Dietz explained that the grade separation will require the rail to be relocated approximately 60 feet horizontally (to the east) and raised approximately 15 feet vertically.

Clark Dietz explained that the full build intersection design study (IDS) for the Curtis and Route 45 intersection will be updated and submitted to IDOT for approval. Clark Dietz indicated that an interim build IDS may be needed should the project not be completed in its entirety due to funding shortages.

Clark Dietz and Hanson explained that the project was approved as an ECAD in 2004. IDOT asked if the scope and limits of the project have changed. Clark Dietz responded that the project is essentially the same. Since there have been no substantial changes, a revalidation should satisfy environmental requirements. The District recently forwarded the recertification template to Hanson. Hanson explained that the ESR for the project was in the process of being submitted in order to update all the environmental clearances and reviews.

Hanson described the environmental conditions (both previous and current).

- Other than right-of-way takes, no socio-economic impacts.
- Some agricultural conversion along the University of Illinois property from the proposed railroad relocation, but the project is within the U.S. Census urban boundary.
- New development on the east side of U.S. 45 and railroad will require a new traffic noise study according to the newest IDOT noise procedures.
- The 2004 ECAD identified native prairie between U.S. 45 and the railroad and potential for the Kirtland's snake. Commitments were made to avoid these resources.
- New environmental conditions include potential presence of the newly listed rusty patched bumble bee and/or potential presence of the Franklin's ground squirrel. Recent Ameren and U of I high pressure gas main projects may have studied the ground squirrel in this area.
- Hanson asked the Village of Savoy about a park that is present along the project corridor (Dohme Park), to which the Village responded by saying that the park is owned by the Village. Hanson explained that this may be a potential Section 4(f) impact if right-of-way is obtained from this location, though it would likely be processed as a de minimis impact.

Hanson described a potential Section 404 impact to an unnamed tributary of the Embarras River, which would result from the relocation of the railroad and subsequent extension of the existing culvert. IDOT requested additional information regarding the watershed for this tributary. *Hanson subsequently reviewed the USGS StreamStats website and identified the upstream watershed area to be 0.61 square mile.*

IDOT expressed some concerns regarding coordination with the railroad and the ICC, which Hanson and Clark Dietz explained has already taken place and will be ongoing throughout the extent of the project. IDOT recommended coordinating with Derek Betzer with the ICC.

IDOT explained that due to extent of state ROW within the project area, IDOT has agreed to complete the PESA for the entirety of the project area.

Hanson and Clark Dietz inquired with IDOT regarding the current state of the project. IDOT responded by stating that all seems to be in. IDOT suggested Clark Dietz review the BDE Manual to see an example of a PDR validation.

Project:
Village of Savoy – Curtis Road
Section 19-00374-04-ES

Meeting:
Date: March 13, 2019
Place: IDOT District 5, Paris IL West Conference Room
Purpose: Federal Coordination Meeting

Name	Organization	Telephone Number	E-mail address
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Sue Graham	FHWA	via phone	
Mike Staggs	FHWA	via phone	

Village of Savoy – Curtis Road
Section 19-00374-04-ES
Bi-Monthly Meeting Agenda
March 14, 2019

Project Description:

The project includes widening and resurfacing the final segment of Curtis Road from Prospect Ave. to 1st St. in Savoy. Project includes constructing a grade separation for the CN/IC Railroad over Curtis Road.

Agenda

1. Introductions
2. Project Description
3. Typical Sections
4. Previous Environmental Approval (ECAD) in 2004
5. Environmental Coordination/Updates (ESR Submitted 2/22/19)
 - a. Biological/Cultural
 - b. Noise
 - c. Special Waste
 - d. Kirtland's Snake
 - e. Prairie Remnant along RR
 - f. Any other concerns
6. Concurrence
 - a. Environmental Processing (CE - ECAD update)

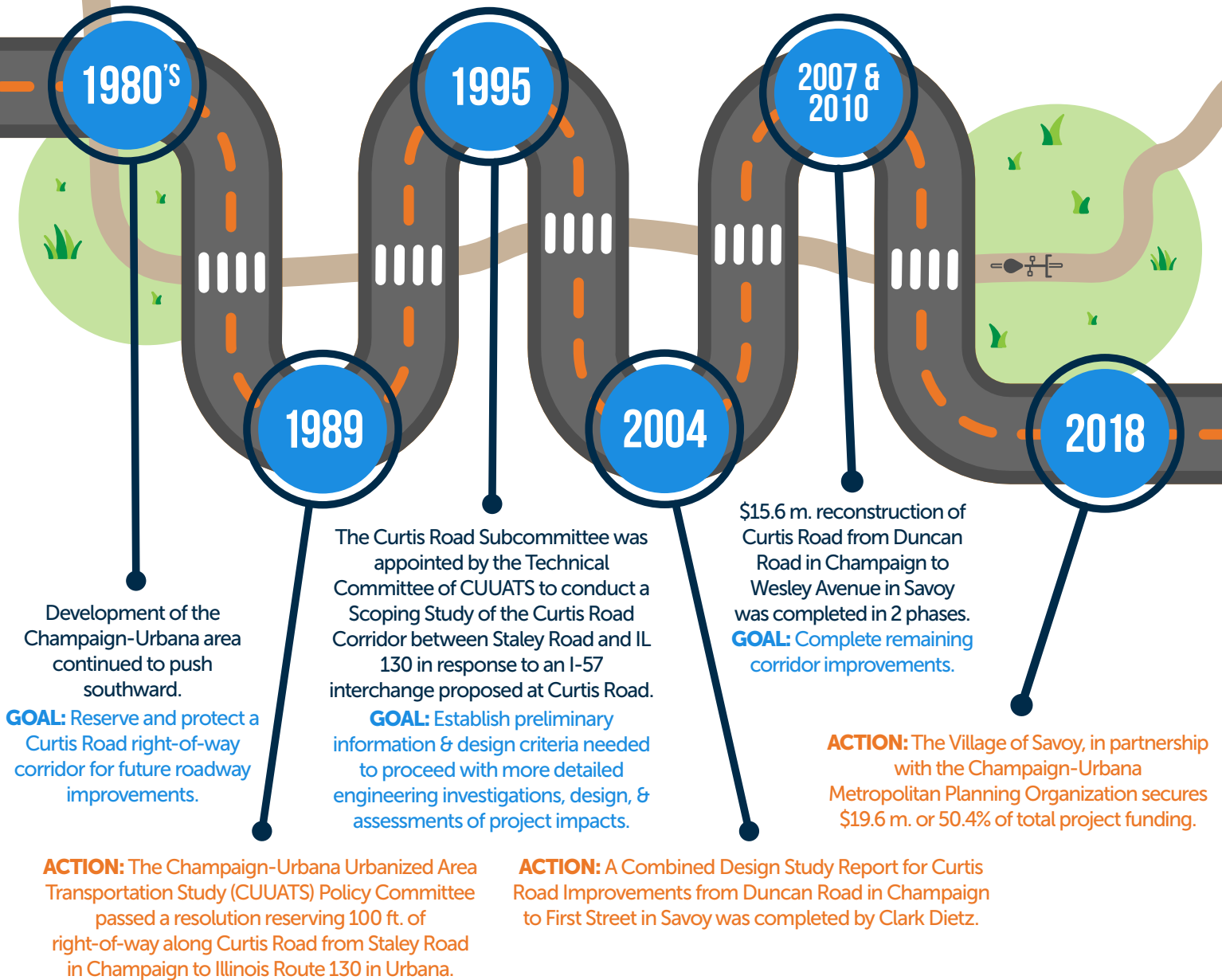


Clark>Dietz

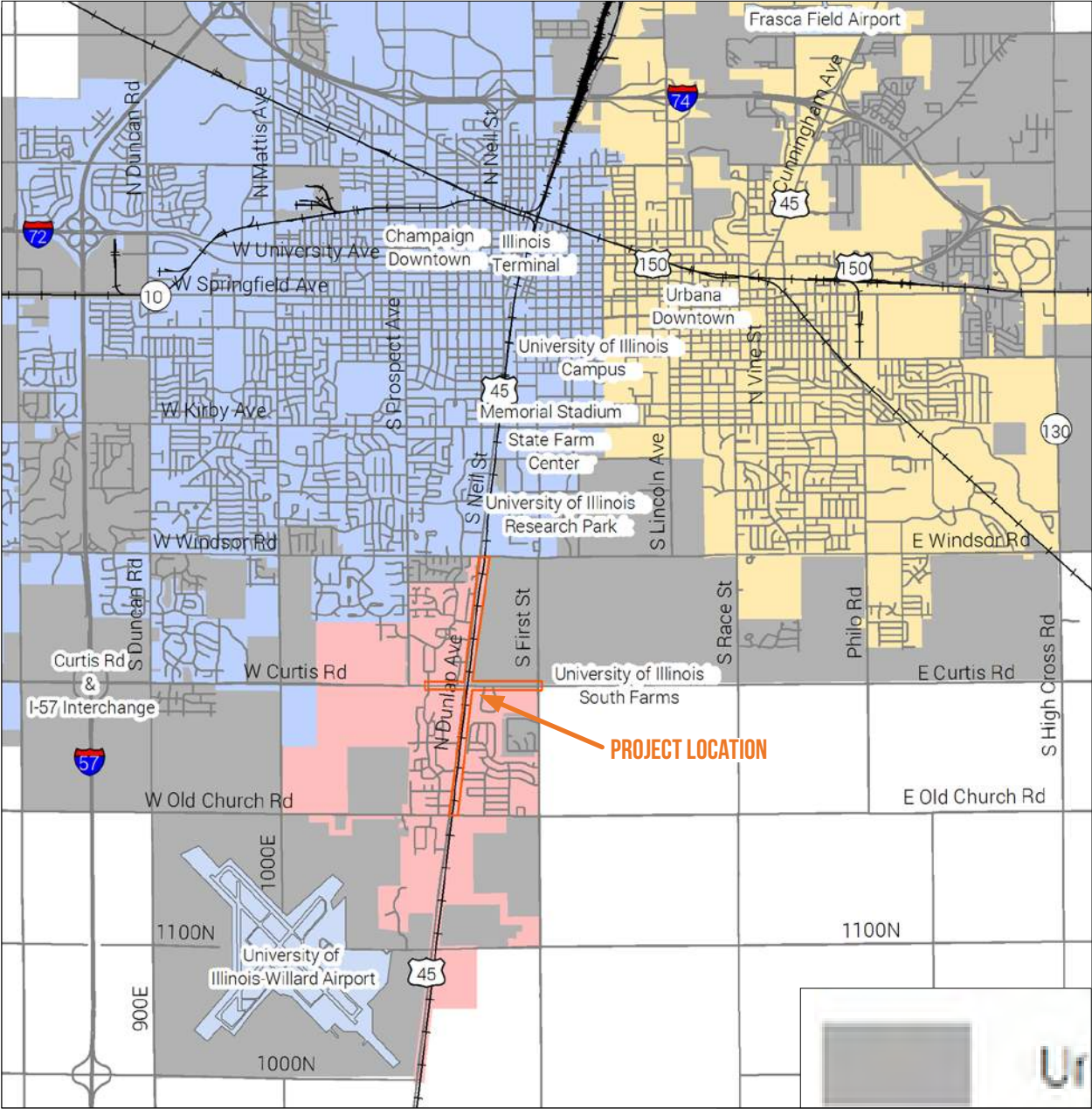
**CURTIS ROAD
GRADE SEPARATION +
COMPLETE STREETS PROJECT**

PROJECT SUMMARY - CONTINUED

THE HISTORY OF THE CURTIS ROAD CORRIDOR

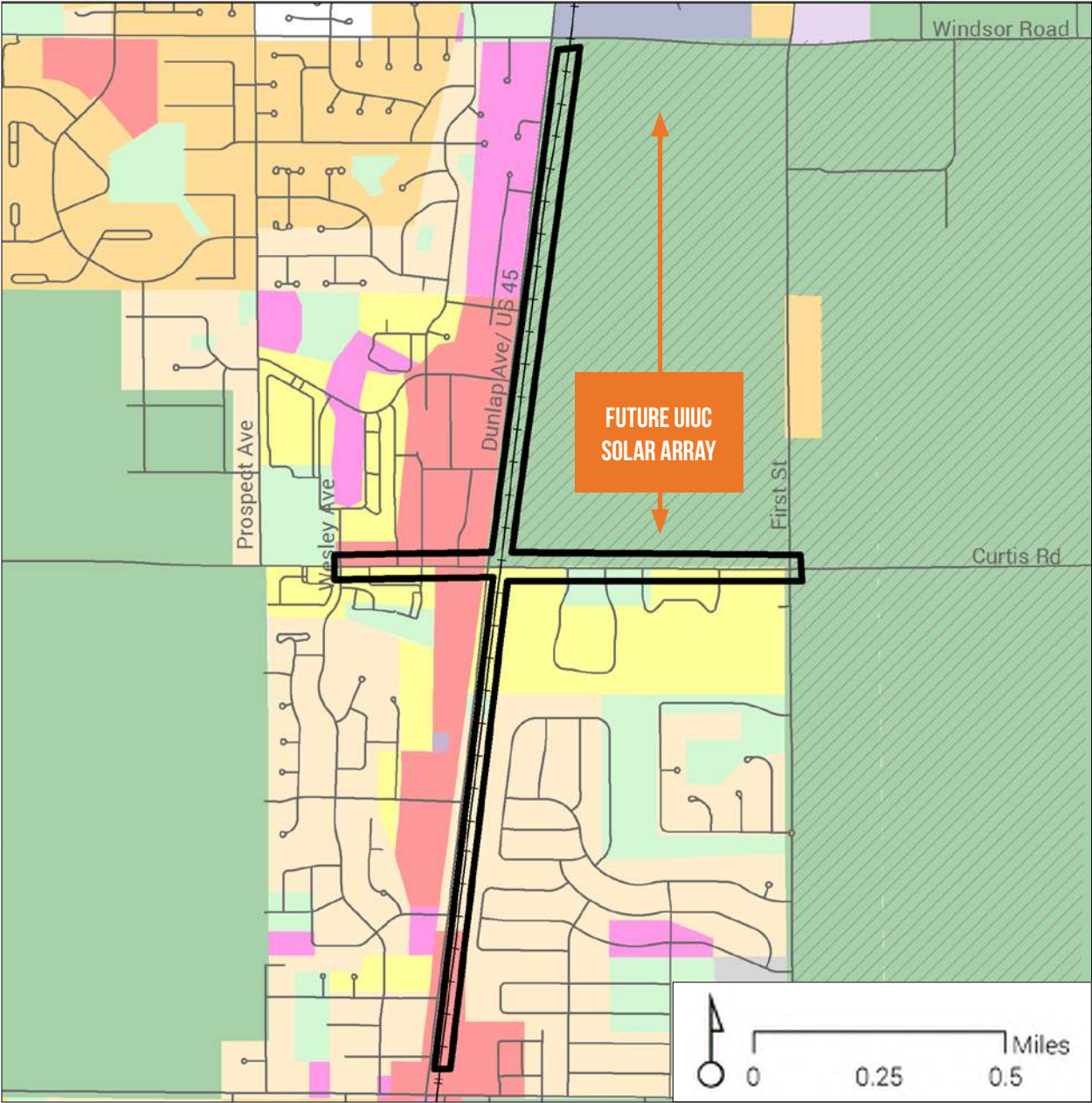


The LAST phase of the Curtis Road Corridor improvements, from Wesley Avenue to First Street in Savoy, are outlined in this grant application. This includes the proposed grade separation at the railroad crossing. The grade separation and associated roadway improvements have been reflected in the three most recent Long Range Transportation Plans (2014, 2009, and 2004) as well as other local and regional plans detailed in this narrative.



PROJECT LOCATION AND URBANIZED AREA





EXISTING LAND USES

Existing Land Use Classifications

- Agriculture
- University of Illinois South Farms
- Commercial
- Office
- Low-density Residential
- Medium Density Residential
- Multi-family

- Multi-family
- Parks and Open Space
- Storm Water Detention
- Health Care
- Government Building
- UI Public Service
- Savoy Grade Separation and Complete Streets Project

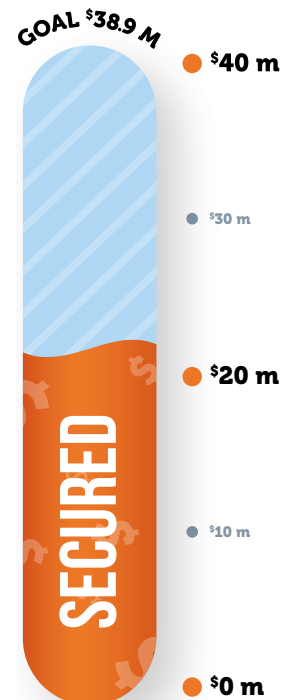
- Railroads
- Streets



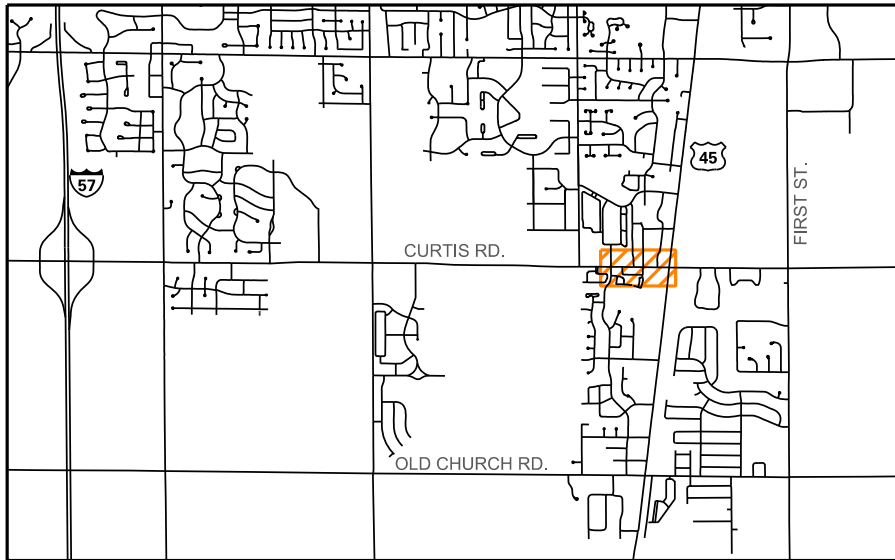
IV. GRANT FUNDS, SOURCES + USES OF PROJECT FUNDS

COST CLASSIFICATION	NON-FEDERAL							
	State: ICC		Local: Village of Savoy		Local: TIF District		Local: Champaign Co.	
	Dollars	%	Dollars	%	Dollars	%	Dollars	%
1. Administration and Legal Expenses	\$29,900	22.1%	\$96,450	71.3%	\$0	0.0%	\$0	0.0%
2. Land, Structures, Right-of-Way	\$297,700	24.5%	\$915,300	75.5%	\$0	0.0%	\$0	0.0%
3. Relocation Expenses & Payments (Utilities)	\$1,199,300	35.6%	\$168,600	5.0%	\$0	0.0%	\$0	0.0%
4. Architectural and Engineering Fees	\$923,000	30.6%	\$423,400	14.0%	\$0	0.0%	\$0	0.0%
5. Other Architectural and Engineering Fees	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
6. Project Inspection Fees	\$769,400	30.6%	\$353,700	14.1%	\$0	0.0%	\$862,500	34.3%
7. Site Work	\$279,500	36.8%	\$19,300	2.5%	\$0	0.0%	\$0	0.0%
8. Demolition and Removal	\$240,400	31.9%	\$32,250	4.3%	\$0	0.0%	\$0	0.0%
9. Construction	\$6,627,000	31.8%	\$1,697,150	8.1%	\$220,000	1.1%	\$0	0.0%
10. Equipment	\$61,700	5.5%	\$303,000	26.9%	\$0	0.0%	\$0	0.0%
11. Miscellaneous	\$479,500	30.0%	\$80,950	5.1%	\$0	0.0%	\$0	0.0%
12. SUBTOTAL	\$10,907,400	30.9%	\$4,090,100	11.6%	\$220,000	0.6%	\$862,500	2.4%
13. Contingencies (10%)	\$1,092,600	30.9%	\$409,900	11.6%	\$0	0.0%	\$0	0.0%
14. SUBTOTAL	\$12,000,000	30.9%	\$4,500,000	11.6%	\$220,000	0.6%	\$862,500	2.2%
15. Project (Program) Income	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
16. TOTAL PROJECT COSTS (line 15 – 14)	\$12,000,000	30.9%	\$4,500,000	11.6%	\$220,000	0.6%	\$862,500	2.2%

COST CLASSIFICATION	FEDERAL				TOTAL COST
	INFRA		STBGP		
	Dollars	%	Dollars	%	
1. Administration and Legal Expenses	\$0	0.0%	\$8,950	6.6%	\$135,300
2. Land, Structures, Right-of-Way	\$0	0.0%	\$0	0.0%	\$1,213,000
3. Relocation Expenses & Payments (Utilities)	\$2,000,000	59.4%	\$0	0.0%	\$3,367,900
4. Architectural and Engineering Fees	\$1,669,600	55.4%	\$0	0.0%	\$3,016,000
5. Other Architectural and Engineering Fees	\$0	0.0%	\$0	0.0%	\$0
6. Project Inspection Fees	\$529,400	21.0%	\$0	0.0%	\$2,515,000
7. Site Work	\$442,200	58.2%	\$19,300	2.5%	\$760,300
8. Demolition and Removal	\$448,200	59.5%	\$32,250	4.3%	\$753,100
9. Construction	\$10,931,600	52.4%	\$1,396,450	6.7%	\$20,872,200
10. Equipment	\$457,800	40.7%	\$303,000	26.9%	\$1,125,500
11. Miscellaneous	\$954,900	59.8%	\$80,950	5.1%	\$1,596,300
12. SUBTOTAL	\$17,433,700	49.3%	\$1,840,900	5.2%	\$35,354,600
13. Contingencies (10%)	\$1,849,200	52.3%	\$184,100	5.2%	\$3,535,800
14. SUBTOTAL	\$19,282,900	49.6%	\$2,025,000	5.2%	\$38,890,400
15. Project (Program) Income	\$0	0.0%	\$0	0.0%	\$0
16. TOTAL PROJECT COSTS (line 15 – 14)	\$19,282,900	49.6%	\$2,025,000	5.2%	\$38,890,400



INFRA Request: \$19,282,900 or 49.6% of total project cost



CURTIS ROAD - WESLEY AVENUE TO ROUTE 45

DRAWING TITLE

LOCATION MAP

ClarkDietz

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